REQUEST FOR RETURN OF COPYRIGHT DEPOSITS

FEB 13 '22

Dated at Washington D.C.

February 11,1922., 19

Register of Copyrights,
Library of Congress,
Washington, D. C.

FEB 13 1922

No. 6517 FEB13'22

Dear Sir:

The undersigned claimant of copyright in the work herein named, deposited in the Copyright Office and duly registered for copyright protection, requests the return to him under the provisions of sections 59 and 60 of the Act of March 4, 1909, of one or both of the deposited copies of the New Tractor Production Film entitled "THE POWER THOUGHT BUILT"
(3 reels)

deposited in the Copyright Office on and registered under Class , XXc., No. ©CIM 2109.

If this request can be granted you are asked and authorized to send the said copy or copies to me at the following address: Ford Motor Company, #451 Pennsylvania Ave N.W., Washington D.C. or to

at

Received of the Register of Copyrights
3 Reels New Tractor Production Film
"THE POWER THOUGHT BUILT"
Ford Motor Co.,
July, 1920—500
Washington Branch.

Signed Ford Motor Company
Chief Clerk
Washington Branch (Claimant of Copyright)

6 Copies Returned
FEB 14 1922
Delivered in person

FEB 14 '22

MAIN TITLE - "THE POWER THOUGHT BUILT"

Produced and Distributed by the Ford Motion Picture Laboratories.

Sub-Titles:

1. To relieve man and beast from a life of drudgery and to place farming on a plane with any other business whose duties are a pleasure to perform are embodied in the origin of the FORDSON TRACTOR.

2. This idea lay smoldering in the brain of Mr. Ford with his very first efforts but it was not until 1917 that the "Iron Horse" was marketed by its inventor.

3. The ore is shipped from the Ford Motor Company's mines ---

4. --- to the Blast Furnaces at River Rouge, Michigan.

5. The raw metal is speedily unloaded and the first steps toward making a Fordson are taken.

6. The iron ore is dumped into bins.

7. Dumping a car of coal with one of the greatest labor saving devices in our industrial world.

8. Think of the labof saved in this process alone and of the effect it will have on the price of this product.

9. With limestone, our supply for manufacturing metal is complete and the Iron Ore, Limestone and Coke are collected in their proper proportions and conveyed to the top of the Blast Furnace.

10. This is what takes place inside the furnace.

11. Every four hours the blast furnace is ready to tap.. A tap hole is drilled --
12.

12. --- And the troughs through which the metal is to flow are banked up.

13. Then a little further cleaning at the tap hose and from 75 to 125 tons of metal surge forth on a mission of helpfulness to mankind.

14. Releasing slag.

15. Stopping notch with mud gun.

16. Iron running from blast furnace spout into large 75-ton truck ladles.

17. Switching furnace metal to foundry track.

18. Large crane pouring furnace metal into foundry container.

19. Mixing 50% cupola metal with furnace metal in foundry pouring ladle.

20. Pouring 50% furnace metal from foundry container into foundry pouring ladles.

21. During the time the ore is being pmpared for use the core makers are busy constructing their parts preparatory to casting.

22. Special Ford continuous core baking ovens.

23. Twomen pour tons of metal daily without lifting one pound.

24. Mould transfer from pouring line to colling and exhaust.

25. Breaking mould.

26. To colling room.

27. Breaking cores.

28. After the castings have cooled they are tumbled, chipped, and snagged before being delivered to the machine shop where they are machined on the latest type and often specially designed machinery.

29. The first operation on the cylinder is facing off four bosses. This provides a flat surface to locate from for the bottom milling.

30. Locating from these bosses the bottom of thecylinder is milled off and then locating from the bottom the top is milled on a vertical rotary milling machine.

32. The cylinder head is handled in much the same wyy.

32. The drilling and tapping is done on multiple spindle drills. Here is one of the machines drilling 61 holes from four directions.

33. All four cylinder are bored at a time.

34. Smooth walls are insured by a special rolling process which eliminates grit lodging in the metal, an inevitable detriment resulting from the grinding process.

35. Special babbitt bearings are poured into the block, permitting liner reaming to the finished surface.

36. The special design of valve seat permits assembly without grinding, eliminating grit at another point.

37. Both the cylinders and jeads are tested with water at 40 lbs.pressure before being accepted for assembly or service stock.

38. At the same time the transmission case is being prepared.

39. As are also the other parts.

40. All steel is carefully treated to insure these properties of strength essential to the successful operation of a heavy duty tractor.

41. Samples of each heat are tested to determine the success of the treatment,

42. And after the parts have been machined they are given a final inspection.

43. The machined parts are delivered to the assembly and stock on conveyors. The absence of trucks in the tractor plant is very noticeable.

44. Assembling the Camshaft and the Crankshaft. A special Ford method makes it unnecessary to scrape the bearings.

45. The bearings are burnished in by revolving the crankshaft. In this way the highest percentage of bearing surface is obtained.

46. The pistons and connecting rods are carefully selected as to weight to insure a well balanced motor.

47. The pistons are further selected for fit in the cylinder and are assembled to the connecting rods before being assembled in the motor.

48. Extreme care is taken to insure the valves opening and closing in proper relation to piston travle.

49. The connecting rod bearings are then burnished in.

50. The gap between the magneto coils and the magnets is an important point in the assembly.

51. The magneto assembly is completed when the fly wheel is attached to the crankshaft.

52. Attaching the head and front cover complets the assembly of the motor unit which is then removed to the final assembly line.

53. In the meantime the differential and transmission are assembled in the housing.

54. This meets the motor on the final assembly.

55. On the moving conveyor the final parts are assembled and the Fordson takes on an appearance familiar to most of us.

56. They start like old timers.

57. They receive a final inspection --

58. And a final coat of paint.

59. Thus the galliant knight Fordson, clad in armor and bearing a standard of service is created.

60. $395.00.

61. Its destination may be any place in the world but its purpose remains the same.

62. THE POWER THOUGHT BUILT.

63. After threshing the grain is brought to the mill and ground into flour.

64. And when the staff of life is prepared and set upon the world's table -- the fruits of Fordson labor are realized.

T H E END

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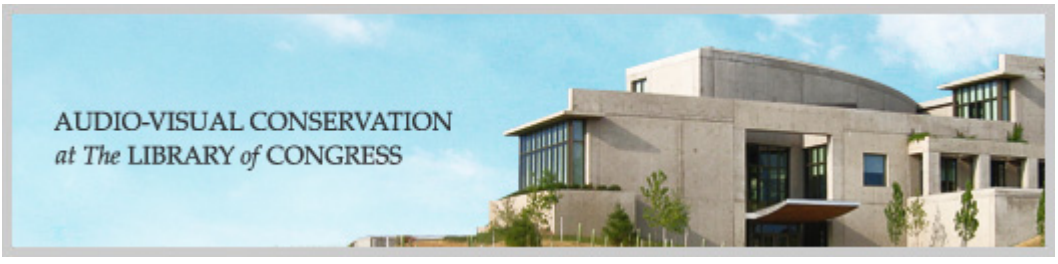

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